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and the world's best Gasoline

# SOCONY MOTOR GASOLINE

Clean, straight-  
distilled gasoline  
with real power  
in every drop

## Horse "Comes Back" as Passenger Carrier



Automobiles and wagons at New York end of Brooklyn Bridge seeking to relieve congestion caused by B. R. T. strike.

## Proposal for City Owned 'Bus Lines' Called Worthy Aim

### Head of Fifth Avenue Transit System Offers Data on Experience His Company Has Had

Mayor Hylan's proposal that the city operate and own a system of motor buses in all the boroughs to improve present transit facilities was characterized yesterday by John A. Ritchie, president and general manager of the Fifth Avenue Coach Company, as an ambitious scheme for a worthy purpose.

At Tuesday's meeting of the Board of Estimate a letter from Mayor Hylan was read in which he outlined his suggestions for the establishment of municipally owned bus lines. A resolution was then adopted directing Grover A. Whalen, Commissioner of Plant and Structures, to make a survey of the situation and report back a method of procedure to the board.

Commissioner Whalen's report is to embody the proposed routes for the buses, the estimated cost of the necessary equipment, the probable annual cost of operation and the estimated revenue.

"Mayor Hylan's scheme is certainly an ambitious one," said the president of the company which operates the Fifth Avenue bus line. "Since it is designed to cater to the interests of the public and provide better transit facilities for them, it has a worthy purpose."

Willing to Help City

"We are willing," Mr. Ritchie said, "to cooperate in any way we can to the extent of giving the city all of the facts that we have in our possession. This includes costs, methods of operation and any other information which will aid in the establishment of bus lines. We are prepared to give the city the full benefit of our experience."

While the city is drawing up plans, Mr. Ritchie said, the Fifth Avenue Coach Company is willing to expand its present operation in any way that the administration may suggest as a means of immediate improvement of transit conditions.

In May the company submitted a proposal to the Board of Estimate and

## Proposal for City Owned 'Bus Lines' Called Worthy Aim

Residents of Washington Heights above 135th Street and residents on other parts of our line are increasing in their demands for more bus facilities," said Mr. Ritchie. "At present we are running more buses of Fifth Avenue below Fifty-seventh Street than should be run for efficient operation, and yet we cannot take care of all the people who want to ride. Below Fifty-seventh Street we have only one outlet for all the lines of the company, and this closes up the entire system. It prevents us from getting enough buses through to people in the upper part of the city. The proposed extensions now before the Committee on Franchises would give us three outlets below Fifty-seventh Street where we now have one, thus enabling us to relieve congestion and to provide adequate bus facilities in parts of the city where it is not now possible to do so."

The two routes which the company says would remedy the situation on lower Fifth Avenue are: from Fifty-seventh Street south on Broadway to Seventh Avenue, thence south on Seventh Avenue to Thirty-first Street, connecting the portion of the city west of Central Park directly with the Pennsylvania Station, and from Thirty-fourth Street south on Madison Avenue to Twenty-third Street, thence east on Twenty-third Street to Fourth Avenue, thence north on Fourth Avenue to Twenty-fourth Street; thence west on Twenty-fourth Street to Madison Avenue.

## Ziegler Trustees Replaced

### Foster Son of Baking Powder Magnate Gets Charge of Estate

Surrogate Fowler yesterday accepted the resignation of Mrs. E. Mathia Ziegler as trustee of the estate of her husband, William Ziegler, who was president of the Royal Baking Powder Company and financial backer of Arctic expeditions. William S. Champ, co-trustee, also was permitted to retire. The trustees gave their advanced year as reason for wishing to be relieved of their duties.

The Surrogate appointed in the places of the retiring trustees, William Ziegler, foster son and heir of the decedent, and his wife, Mrs. Gladys W. Ziegler.

Mr. Ziegler left an estate of \$11,622,737, which on May 1 last had increased to \$13,389,430, out of which \$2,131,964 has been paid to the foster son.

## BIRTHS

STERNBERG—Mr. and Mrs. Max D. Sternberg (née Rose Nelson), 458 West 143d Street, Astoria, N. Y., Aug. 6, 1919.

## ENGAGEMENTS

SHUFRO—LASSERS—Mr. and Mrs. L. A. Lassers, of Chicago Heights, Ill., announce the betrothal of their daughter, Frances, to Bernard M. Shufro, of New York City.

WISSNER—ERHARDT—The Rev. and Mrs. Frederick C. Erhardt, of Brooklyn, N. Y., announce the engagement of their daughter, Helen Augusta, to Mr. Arthur B. Wissner.

## MARRIAGES

COHEN—ROSEN—Mr. and Mrs. Henry D. Rosen, 882 Fifth Ave., Bronx, New York, announce the marriage of their daughter, Pearl, to Mr. Walter Cohen, Aug. 5, 1919.

KEEFER—COOK—On Aug. 4, George C. Keefe to Sarah Marshall Cook.

## DEATHS

CAMERON—At St. Luke's Hospital, on Wednesday, August 6, 1919, Margaret Solina Krue, daughter of the late Sir Redick Krue, died at the age of 82 years.

CHASE—In San Francisco, August 6, 1919, in the 94th year of his age, Rufus Chase, son of the late Colonel Joseph Chase, died at his home, 100 West 23rd St., New York City.

BAEDECKER—Tuesday, Aug. 5, Caroline Oline Baedecker, widow of Henry Baedecker, beloved mother of Hattie Weinberger, died at her home, 100 West 23rd St., New York City.

BROWN—Entered eternal rest on Aug. 5, 1919, Jessie L., wife of William H. Brown and daughter of the late John McDougall and James Brown, died at her home, 100 West 23rd St., New York City.

COHEN—On August 5, 1919, in state at 100 West 23rd St., New York City, died at her home, 100 West 23rd St., New York City.

CORN—At his residence, Prospect, L. I., Charles L. Corn, husband of Nellie Corn, died at his home, 100 West 23rd St., New York City.

CUCIA—Nellie, beloved wife of Charles Cucia, died at her home, 100 West 23rd St., New York City.

ELKELES—Rose Elkeles, beloved wife of Samuel and devoted mother of Perry and Aug. 5, 1919, died at her home, 100 West 23rd St., New York City.

ERTH—At Hempstead, N. Y., Aug. 4, 1919, Margaret Erth, wife of Charles Erth, died at her home, 100 West 23rd St., New York City.

GREEN—On Tuesday, Aug. 5, 1919, Margaret Green, wife of Charles Green, died at her home, 100 West 23rd St., New York City.

GRIFFIN—On Tuesday, Aug. 5, 1919, John P. Griffin, husband of Mary Griffin, died at his home, 100 West 23rd St., New York City.

HOLDEN—On Tuesday, Aug. 5, 1919, John P. Holden, husband of Mary Holden, died at his home, 100 West 23rd St., New York City.

WATKINS—On Tuesday, Aug. 5, 1919, John P. Watkins, husband of Mary Watkins, died at his home, 100 West 23rd St., New York City.

ZIEGLER—On Tuesday, Aug. 5, 1919, John P. Ziegler, husband of Mary Ziegler, died at his home, 100 West 23rd St., New York City.

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## Ship News

Continued from page eighteen

## AMERICAN PORTS

HALIFAX, N. S., Aug. 5—Arrived: Steamer Atlantic, (Graz), Bordeaux.

NEW YORK, Aug. 6—Arrived: Steamer Atlantic, (Graz), Bordeaux.

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## Transports Due the Next Two Days

To-day

The GWALIA, from St. Nazaire July 12, carries 25 casualties of the Transportation Corps.

The Cadmus, from St. Nazaire July 12, carries 25 casualties.

To-morrow

The Great Northern, from Great August 1, carries 1,650, including 24 Engineers, Headquarters, Medical Detachment, Companies D, E and F; 130th Guard Company, Army Service Corps.

Sailed, 6th Steamers Saramacca, New York (via Boston).

GIROULT, Aug. 4—Arrived: Steamer Atlantic, (Graz), Bordeaux.

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## The Post-War Maxwell is the Surprise Car of the Year



More miles for your  
money on tires

IT'S a mental stimulation to look over this post-war Maxwell and see one surprise after another in fine engineering.

You get the accumulation of war years in rare automobile ideas.

There's the new Lemoine type front axle, which gives a new delight at the wheel in its easy, casting effect in steering.

Then there's the heavy, new rear axle with the extra large, indestructible four pinion differential. And two universal joints of the oilless disc type. They require no attention during the life of the car.

Brakes! The emergency is now found on the transmission, as on so many foreign cars. The service brake is the larger toggle type, and is equipped with equalizers, which prevent the tendency to skid.

In the rear now is slung the gas tank, large and with vacuum feed. No more gas fumes or gas leakage up in front.

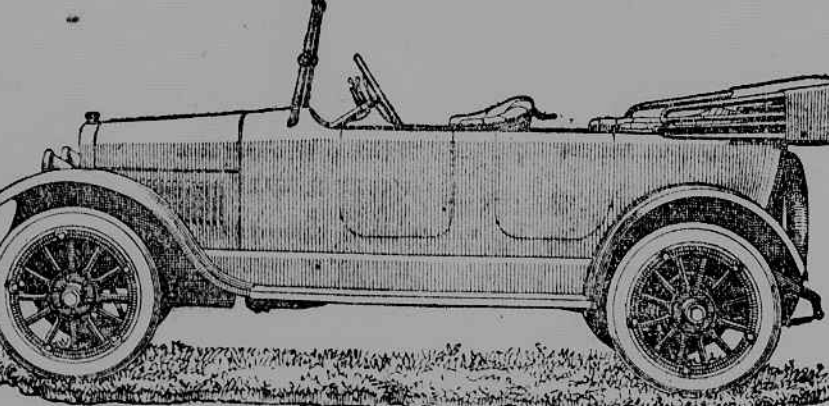
Also equipped with Hot Spot and Ram's-Horn.

There are many more rare treats in store for you, but remember this Post-War model is the continuation of the original Maxwell chassis as laid down 5 years ago.

To date more than 300,000 have been built. The public has paid \$200,000,000 for previous Maxwells. This Post-War Maxwell is a greater car.

Be among the early ones to get this prized car.

\$985 f. o. b. Detroit



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and Instructors from Castle House

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Sundays & Holidays, 2 to 11  
3 Lessons, Ind. Instructor, 25c. Pri-  
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TICKETS 10c

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VERNON CASTLE DIPLOMA  
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TAN & JAZZ  
100 West 57th St. Circle 4025

As Dancing has become so popular,  
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9 LESSONS, \$5  
PRIVATE LESSONS, 10 A. M. TO 11  
P. M. without appointment.

TRIBUNE WANT ADS  
BRING GREAT RESULTS

## Honduran Rebels Retreat

### Defeated Troops Said to Have Fled Into Nicaragua With Booty

SAN SALVADOR, Aug. 6.—Honduran rebels, under Colonel Cardona have been defeated and forced to retreat across the frontier into Salvador, according to an official statement issued by the Honduran government. Rebel detachments in the State of El Paraiso have crossed into Nicaragua, after capturing considerable booty, and are awaiting reinforcements there. The revolt in the region of Karala is insignificant, the statement says.

General Lopez Gutierrez, rebel leader, is retreating, according to the announcement.

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Flowers for all occasions. Artistic Funeral Designs our Specialty.

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